



## INTIMATIONS.

1887. NOW READY. 1887

## THE CHRONICLE AND DIRECTORY

For 1887.

With which is incorporated

THE CHINA DIRECTORY.

(TWENTY-FIFTH ANNUAL ISSUE).

COMPLETE WITH APPENDIX, PLANS, &amp;c., &amp;c.

Royal 8vo, pp. 1,150...\$5.00.

SMALLER EDITION, Ryl. 8vo, pp. 776...\$3.00.

THE CHRONICLE AND DIRECTORY

has been thoroughly revised and brought up

to date, and is again much increased in bulk.

It is published by the Daily Press Office, where

it is sold, or to the following Agents—

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Daily Press Office, January 1887.

## NOTICE.

## GARDEN SEEDS.

SEASON 1887-88.

THE following SEEDS required for Sowing in August and September can now be supplied, viz.—

CELERI. CYCLAMEN. CINERARIA.

OUR FIRST SHIPMENT OF ASSORTED VEGETABLE AND FLOWER SEEDS IS EXPECTED SOONER,

and.

Catalogues will be supplied FREE, OR CHARGE on and after the 20th instant.

A. S. WATSON &amp; CO., LTD.

Hongkong, 15th August, 1887.

grous. Add to this the continual carriage to and fro of the solid, coarse dirt and garbage, and the residents have a slight idea of the sanitary condition of this swarming city. The houses, too, are filthy in proportion, fresh air and ventilation being locked upon as unnecessary if not deleterious. Where, again, are to be found siltier dens than the houses of the Chinese metropolis? The state of the Peking streets has been so often described that it almost a waste of words to enter into details. Open drains on either side wherein the unwary foot-passenger is liable to be suffocated or drowned and with the contents of which the summer dust is daily laid! Shades of typhoid fever haunt the residents and too frequently claim their victims. Such is the condition of the towns, all along the eastern sea-board. True, some are cleaner than others; but they cannot be looked upon as exceptions to the rule that sanitary laws in the European sense have no existence, and cannot, therefore, be enforced.

The same story comes from the interior and from the provinces of the very far West. Travellers now and again speak of pretty spots which they have visited; we hear of the beauty of the cities of Cheng-tung, Kuei-yang, Yüenan, and Tai-ki; but the beauty is skin-deep, and a closer acquaintance with these places reveals all that is foul, nasty, and malodorous. The principal guest chamber in almost every inn is situated in the immediate vicinity of the pig sty or what is still worse, and the unhappy European who would spend a comfortable—or rather a bearable—night has to sprinkle a considerable quantity of carbolic acid or other disinfectants on the moist mud floor. Frequently these lama are so bad that even the phlegmatic Chinaman is stirred to give vent to his feelings. A recent traveller in Western China gives an English version of some lines which he found scrawled on the wall of a room in a Chinese inn. They run thus:

Within these you'll find the rate  
At which a gromy man  
Three nations such they're bound to weigh,  
Or even a little more.

At night you'll feel a myriad bugs,  
That stink and crawl like flies;  
Don't be afraid to strike this;  
Get up and strike a light.

This traveller adds that in order to complete the picture a few more lines should have been devoted to the potential odours which assail the olfactory nerves of the Western visitor. In face of all this, then, it may fairly be asked—What are the sanitary laws of China and where are they enforced?

We learn that the offertory at the Organ Recital in Union Church on Tuesday night amounted to \$150.

The houses Nos. 309 and 311, Queen's Road West, which were destroyed by fire on Tuesday night, the 23rd instant, were insured in the local office.

The Marquis steamer Singapura, with the next outward French mail, will leave Singapore to-day, at 7 am, for Saigon and this port.

The British composite sloop *Daring*, Commander Beder, left yesterday for England, having completed her commission on this station, where she is relieved by the *Mutine*.

Yesterday at the Police Court Mr. Mitchell-Innes was engaged in the trial of the afternoon hearing the Chinese Rendition case, Mr. Wilson conducting the prosecution and Mr. Denys appearing for the defence.

In a fight which took place at Shaukiwan yesterday afternoon between two stonecutters, one a man named Wong San Yau received a fatal blow and expired shortly afterwards. The man who dealt the blow is still at large.

A Singapore contemporary heard that it is probable His Excellency Sir Frederic Weld and his family will leave Singapore about the 25th October, if a convenient steamer of the Ocean Steamship Company can be placed at his disposal.

The *Singapore Free Press* says—Since the establishment of the Board of Admiralty, candidates who evinced proficiency in the science of mathematics have invariably been recommended to the various admiralty committees for boards of the Admiralty, Admiralty and naval service. There is a great demand for it. These are nearly the right steps to be taken for the encouragement of useful scientific studies.

Pamphlets and articles without number have been written on the derivation and meaning of the words of the English language, and yet another authority has come forward in the person of one of the members of the Hongkong Police Force. In a case in which a Chinese Justice of the Peace was summoned yesterday at the Police Court a charge of obstructing justice, the constable, the complainant, sued a police officer for the damage he had suffered, and the court decided in his favor.

His Lordship said there was no doubt that the first prisoner caused the death of the old woman and the second contributed to it. The first prisoner, in his quarrel with the old woman, had struck her in the abdomen, which caused her death, while the second prisoner had also struck her in the same part. He then said that the woman was the only son and he had greatly exasperated the first prisoner by striking him with a broom, had remanded both prisoners to mercy. He sentenced the first prisoner for four months' imprisonment with hard labour and the second prisoner to one month.

**POLICE COURT.**

As will be seen by the notice on our front page, a sum of \$4 per cent on all claims against the Hongkong branch of the Oriental Credit Corporation in Liquidation is announced. The dividend will stand on and after Monday next, the 29th inst.

With reference to our paragraph in yesterday's issue stating that the China and Manila Co.'s steamer *Elmeria* had been sold for \$30,000, we are requested to state that although the Company confirms the sale of the steamer to Japanese they do not agree to the correctness of our figures.

Says the *Shih-pao*—The district of Hsin-tung Tzu in the territory of Kien-han on the Hsiang-Chi River has been掌管 by the Boundary Commission to be placed under Chinese jurisdiction. The houses, too, are filthy in proportion, fresh air and ventilation being locked upon as unnecessary if not deleterious. Where, again, are to be found siltier dens than the houses of the Chinese metropolis? The state of the Peking streets has been so often described that it almost a waste of words to enter into details. Open drains on either side wherein the unwary foot-passenger is liable to be suffocated or drowned and with the contents of which the summer dust is daily laid! Shades of typhoid fever haunt the residents and too frequently claim their victims. Such is the condition of the towns, all along the eastern sea-board. True, some are cleaner than others; but they cannot be looked upon as exceptions to the rule that sanitary laws in the European sense have no existence, and cannot, therefore, be enforced.

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**POLICE COURT.**



## VENDIS ON THE BERTH.

## FOR SALE.

## JUST RECEIVED.

**NOTICE.**  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
FOULS, SAN TRISTE, TURK,  
BRIDGE, GENEVA, VENICE, HAMBURG,  
BREMEN AND HAMBURG,  
PORTS IN THE LEVANTE, BLACK SEA  
AND BALTIK PORTS.  
ALSO,  
LONDON, NEW YORK, BOSTON, BAL-  
TIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BY BILL OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

ON THURSDAY, the 1st day of September,  
1887, at FOUR P.M., the Company's  
Steamship "BAFFIN" Captain Sander,  
with MAILS, PASSENGERS, SPECIE, and  
CARGO will leave this Port above, CALLING  
AT GIBRALTAR.

Shipping Orders will be granted mid NOON,  
Cargo will be received on Board until 4 P.M.,  
Spaniel and Parcels until 3 P.M., on the 31st  
August, 1887. (Parcels are not to be sent on  
Board; they must be left at the Agency's Office),  
Contents and Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewards.  
For further Particulars apply to

MELCHERS & CO.,  
Agents.

Hongkong, 26th August, 1887. [433]

## FOR SALE.

## AT WHOLESALE PRICES.

SACOCHE'S SHEEP, PORT,  
CLARETS, CHAMPAGNE,  
BOOKS, BURGUNDY,

BRANDY, WHISKIES, ALE, STOUT,  
MANUFACTURED, PINS, COOKING  
STOVES, AND TRICYCLES.

SCALES, BICYCLES,  
PAINTS, OILS, VARNISH.

Apply to W. G. HUMPHREYS & CO.,  
Bank Buildings.

Hongkong, 1st January, 1888. [33]

## FOR SALE.

A Collection of about 400 UNPOLISHED  
GEMS. Can be seen on application at  
the Office of this Paper.

Hongkong, 26th February, 1887. [433]

## FOR SALE OR TO LET.

THE Property known as "THE CLIFFS,"  
near Mount Gough—the Peak.

Apply to ADAMS & JORDAN,  
Hongkong, 24th February 1887. [433]

## FOR SALE.

CHAS. E. J. D. SIECK'S  
CHAMPAGNE, 1880 WHITE SEAL  
\$22.00 per case of 1 dozen quarts.  
\$23.00 per case of 12 dozen pints.

PAUL DOUBOIS & CO.'S  
CLAISET, GRAND VIN LIEVILLE  
\$25.00 per case of 1 dozen quarts.

LAFORET, CHAMPAGNE  
\$13.00 per case of 1 dozen quarts.  
\$14.00 per case of 12 dozen pints.

PONTET CANET  
\$9.50 per case of 1 dozen quarts.

PALMER MARGAUX  
\$7.50 per case of 1 dozen quarts.

SHANNON, 1880  
\$8.50 per case of 12 dozen pints.

LOROMON  
\$5.00 per case of 1 dozen quarts.

JOHN WALKER & SONS'  
OLD HIGHLAND WHISKEY  
\$8.00 per case of 1 dozen bottles.

ALSO,

CUTLER PALMER & CO.'S  
WINE & SPIRITS

SEIMSEN & CO.,  
Hongkong, 1st January, 1888. [13]

J. AND R. TENNETT'S ALE and  
PORTER.

DAVID CORSAR & SONS'  
Merchant Navy  
Navy Bells  
Lager Beer

CANVAS.

Hours for Closing the Contract  
MAILS.

THE ENGLISH MAIL.  
The following hours are observed in closing  
Mails, &c., by the Post Office—  
Day of Departure.

NOON.—Money Order Office closes.

2.00 P.M.—Registry of Letters ceases. Posting  
of all printed matter and patterns ceases.

3.00 P.M.—Mails closed, except for Late Letters.

3.10 P.M.—Letters may be posted late fee of  
10 cents until

3.30 P.M.—when the Post Office closes entirely.

3.40 P.M.—Late Letters may be posted on board  
the packet with late fee of 10 cents, until  
time of departure.

Day of Departure.

7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases. Posting  
of all printed matter and patterns ceases.

11 A.M.—Mails closed, except for Late Letters.

11.40 A.M.—Letters may be posted with Late Fee  
of 10 cents until

12.30 P.M.—when the Post Office closes entirely.

12.40 P.M.—Late Letters may be posted on board  
the packet with Late Fee of 10 cents, until  
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# MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY, AUGUST 25TH, 1887.

## THE PROPOSED RAILWAY ROUND HONGKONG.

The proposed railway round the island of Hongkong, though undoubtedly very desirable from many points of view, must, we fear, at present be classed among the schemes of the future. Such a means of communication would be very convenient and valuable. It would—perhaps for the moment this consideration deserves first place—supplement the defences of the island by rendering it possible, at an hour's notice, to despatch a body of troops to any spot to dispute the landing of an enemy on the southern coast, which is at present wholly unprotected and quite accessible to an invading force. A railway would also open up a good deal of ground for settlement by Chinese who now crowd together in the city. It would also bring Deep Water Bay into quick communication with Victoria, and doubtless lead to the formation of a watering place there. In better times could be desired than this for a bathing place and residence. Open to the south-west breeze in summer, and well sheltered from typhoons, it has a fine stretch of good sand, and sufficient level ground to accommodate a little town of detached bungalows or villas in their own grounds. It would be cooler in summer and warmer in winter than Victoria, and would doubtless prove a strong counter-attraction to the Peak, as it would be more accessible by rail. The construction of a railway round the island would also afford facilities for excursions to its numerous charming valleys and glens, which the residents would no doubt not be slow to avail themselves of, and by thus promoting outdoor recreation, would have a salutary effect on the health of the community.

As we have intimated, however, the objection to the project is the almost certainty that it could not be made to pay interest on capital. Of course if the line were made primarily for Imperial purposes—those of defence—or with a view to open up the outlying districts for settlement or use of any kind this might not be such a vital consideration. If it were possible for the Company making the line to get compensation in the shape of grants of land from the Government along its route, which they could subsequently realize in a profit, the railway might perhaps be made to pay for its cost, and the traffic yield sufficient for expenses of working and of upkeep. However, in the absence of any figures or estimates whatever, this is a matter on which we can hardly speculate. There may be persons sanguine enough even to expect such a railway to eventually prove a good paying enterprise, and of course as it is impossible to say to what dimensions the population of the Colony may attain, it might be rash to assert the project could never prove remunerative. Some faint idea of the cost may perhaps be gleaned by a comparison with the cost of the Darjeeling Railway, as to which we have some figures before us taken from an engineering journal. The proposed Hongkong line, like the Darjeeling railway, would of course be of narrow gauge and light construction. The former would, however, be about half the length of the Darjeeling line, and the engineering difficulties would bear no comparison with those encountered in making the latter. "The Darjeeling Railway, which is of 2 ft. gauge, climbs the lower slopes of the Himalayas, and connects the great plain of Bengal with the mountain sanctuary Darjeeling. The line rises 6,019 ft. in 402 miles, an average rise of nearly 172 ft. per mile. In this distance 16½ miles are on a continuous average grade of 182 ft. per mile. As originally laid out, 12 miles of the road—much of which followed a highway—was laid out with grades of 264 ft. per mile and curves of 43 radius, but the worst gradient is now 188 ft. per mile, and, with four exceptions, the worst curves are now 70 ft. radius. The cost of the whole line, 51 miles long, has been £2,800,000 rupees, which, at the present rate of exchange, is about equal to \$19,100 per mile. As this includes rolling stock, and 44 miles of the whole line are in the mountains, this figure is very moderate. The last dividend paid was at the rate of 17 per cent. annually. The locomotives have 10 in. by 14 in. cylinders and weigh 24,600 lbs. in working order, with tank containing 390 gallons of water. It is proposed to use twin engines, coupled back to back. The freight cars weigh 2,000 lbs. and carry 8,000 lbs. The passenger cars vary in weight from 900 lbs. to 2,400 lbs., the diameter of the wheels being 18 in. The line has four loops or spirals, and five reverses or switchbacks. The maximum super-elevation of the outer rail is 2% in. The traffic for over five years was worked round a curve of 426 feet radius, extending over more than a half circle, on a gradient of 165 ft. per mile." We are not aware whether the Darjeeling Railway has much goods traffic, but its passenger traffic is considerable. A line round Hongkong would merely connect the villages with the city, and at first its passenger traffic would necessarily be small, while the fares would need to be low to induce the Chinese to make use of it. It will be remembered that the little Woosung Railway paid, although it led, comparatively speaking, to nowhere, and had little goods traffic. But, that line was laid over a country as level as a billiard-table, and it will hardly serve either as comparison or guide.

## THE HONGKONG FERRY SERVICES.

The unpunctuality of the ferry service between Victoria and the outlying villages is a matter that deserves the attention of the Government. At present the service is entirely in the hands of launch owners, who are subject to no control whatever except as regards the number of passengers that may

be carried on a single trip. The service between Puddo's Wharf and Tsim-tsa-tsu, being maintained chiefly for the convenience of foreigners, the launch starts with reasonable punctuality. The free launch run by the Hongkong and Kowloon Wharf and Goods Company also observes a measure of punctuality. All the other ferry launches are supported chiefly by Chinese, and are run in accordance with Chinese ideas. They wait until they have a full complement of passengers, and start when they are ready. A passenger may go on board and have to wait an hour or more before the start takes place, and this time he has absolutely to lose; if he went away with the idea of returning later on it would be at the risk of losing his passage by that opportunity and having to wait for the next launch. To Europeans such conditions are intolerable, and the ferry launches are little used by them. Even to Chinese this is irksome, although they have not the same idea of the value of time that we have. Take, for instance, the case of a tradesman at Shaukiwan, Yaumati, or Aberdeen, who has to come into Victoria in business: he will very probably have to spend from one to two hours in waiting for the launch. To the Chinaman, as well as to the European, time is money, though he may not have the same keen appreciation of the fact. A regular and punctual ferry service could not fail to lead to a considerable development of the villages. The stagnation of Stanley is, we believe, wholly attributable to the difficulty of communication with Victoria. The master is one fairly within the sphere of governmental control. It has been suggested to us that if the entire ferry service of the Colony were made a monopoly and farmed out the Government would derive a good revenue from it and could at the same time enforce conditions required in the public interest. A tax on travel is, however, we think, to be deprecated, but punctuality of service might be enforced without the creation of a monopoly. This could be done by requiring that the launches to take out special licences at a nominal fee, conditions as to the places to which the launches would run and the number of trips to be made per day being attached. Having a specified number of trips to get through the tables, and if absolute punctuality was not ensured there would at least be an approximation to it.

## CABLE COMMUNICATION FROM AMERICA TO THE FAR EAST.

The idea of a cable to connect America with the Far East has been mooted several times. That adventurous Italian, Mr. O. C. Moreno, was, we believe, the first to suggest the scheme of the kind, but the time was not ripe even if he had been the agent to carry out the enterprise. More recently it has been proposed to lay a cable from Canada to the Far East, touching at Honolulu, and another from Canada to Australia. The support of the British Imperial Government was asked for the project, but so far it has not been accorded, and the plan has not yet been relinquished. Let the enterprise be of immense importance to the British Empire. It would absolutely link the entire empire together in a telegraphic embrace by British cables touching at British ports. At present the communication is only perfected by the cables touching at foreign ports, which are of course at the mercy of foreign Governments. We in Hongkong can only hold communication with Singapore through Saigon; there is still no direct cable to the Straits Settlements, though the importance of laying one has frequently been demonstrated, and very strong representations made to the home Government from this Colony on the subject. The need for a cable from Hongkong to Vancouver, touching at Yokohama and Honolulu, has also been most fully set forth, as, if supplemented by a direct cable from here to Singapore, it would, in times of war, afford another reliable and direct means of communication between England and her Asiatic dominions. The value of such communication in the event of hostilities breaking out in Europe cannot be easily estimated, and most assuredly would well repay the grant of a moderate and possibly conditional subsidy.

The British Government, however, are, as usual, too much engrossed with the affairs of the Green Isle and party warfare to pay proper attention to matters of imperial and national importance, and this question, like many more, has apparently been shelved. Fortunately, or unfortunately—according to the attitude assumed by the Imperial Government—the subject is again being brought to the front—this time in the United States. The recent revolution in the Hawaiian Kingdom has—consequently on the magnitude of American interests there—for on the attention of the Washington Authorities the need for cable communication with Honolulu, and it is stated that this will form one of the subjects of the President's next message to Congress. A telegram from Washington says that the State Department officials are strongly in favour of the project, and Secretary BAXTER and the President are both known to feel that the States should not be much longer without speedy and direct communication with the Hawaiian islands. The difficulty of getting a private corporation to embark in the enterprise, which would not perhaps at first be self-sustaining, could, it is thought, be obviated by the advantages and subsidy which the Government might offer. The San Francisco Chamber of Commerce also at a recent meeting passed a resolution, without one dissentient voice, requesting the U. S. Government to extend such inducements to capitalists as will secure the laying of a submarine cable from the Pacific coast of the Union to the Hawaiian Islands and Australia. It is generally admitted that a cable from San Francisco to Hawaii would never pay, and it is considered doubtful by some whether it would do so immediately even if continued to Australia. Some of the American papers, however, are indisposed to support the proposal for a subsidy to the cable. The San Francisco Chronicle says it would not be consistent for Congress to subsidize such an enterprise, while refusing to extend aid to American shipbuilders and steamship lines. It goes on to remark, however—"But this Congress might do. It might furnish national aid to construct a line clear to Australia, using the Sandwich Islands as a

stepping-place, for such a line could certainly be made to pay. The importance of Australia in a business sense is constantly increasing, and although it is now connected with Europe by telegraph, the line suggested would have the advantage of running through a friendly country after emerging from the Pacific Ocean, and across a civilized country, neither of which advantages is possessed by the present line. It is not impossible that both Governments, England and America, might unite in lending a helping hand to such an enterprise as this, as it would be international in its character and of utility to both nations."

There could be no objection to this proposal, we think, unless it came from Canada, dictated by jealousy of the influence of the United States. In that case the Canadians must be prepared to pay the cost of obtaining a monopoly of the control, and their neighbours would no doubt be content to reap the advantages, caring little whether the cable was laid to Vancouver or San Francisco. If the cable cannot be laid except by joint action and at the joint cost of the two great Powers, it is to be hoped that they will soon come to an agreement on the master and steps to be taken to accomplish the work. It is evident, however, that the idea of laying a cable to Japan and China is not entertained in the United States. This is to be done it must be done by Great Britain and Canada, whose interests are more directly involved. Should the cable to Australia be laid by the Powers, a cable from Honolulu to Yokohama and Hongkong might be laid by the British to secure the advantages enumerated above. It would, of course, on many grounds, be preferable that the cable should be laid direct from Vancouver to Hongkong, stopping at Honolulu and Yokohama, and if the European time is money, though he may not have the same keen appreciation of the fact. A regular and punctual ferry service could not fail to lead to a considerable development of the villages. The stagnation of Stanley is, we believe, wholly attributable to the difficulty of communication with Victoria. The master is one fairly within the sphere of governmental control. It has been suggested to us that if the entire ferry service of the Colony were made a monopoly and farmed out the Government would derive a good revenue from it and could at the same time enforce conditions required in the public interest. A tax on travel is, however, we think, to be deprecated, but punctuality of service might be enforced without the creation of a monopoly. This could be done by requiring that the launches to

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